

MONTE CARLO 850



Don't just sit there -- win something!

A lot of road and track characters you see at rallies (and on the road) are like the snow bunnies you see at the bottom of the ski slopes... they just like to *look* the part.

They sit there, low-slung as all get-out, on hard bucket seats, without head, hip or leg room, suitably accoutered with "four-on-the-floor" (that simply *has* to be on the floor), wire wheels, stiff shocks, and no luggage space.

Or in a make-believe sports car straight from Detroit. These people smile when they see a Saab. Professional drivers (and real car buffs) *don't!*

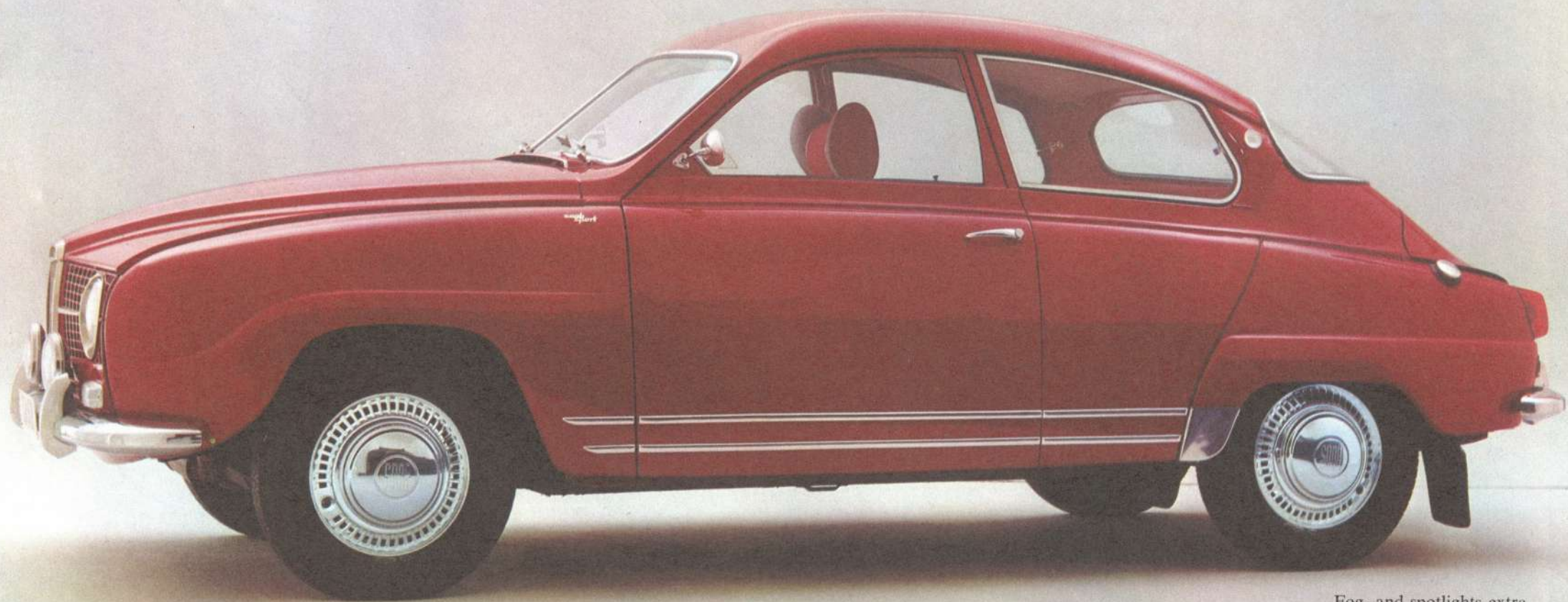
Well-informed drivers know that the Saab Monte Carlo 850 is the rally-winningest car in the world... both in and out of its class. They also know that a car doesn't have to *look* like a sports car to be a champion. The Monte Carlo 850 admittedly doesn't look the part.

- ... it's *high-slung* (7-inch road clearance)
- ... it has *luxurious seats* (contoured, oversized, with foam rubber cushions, all-the-way adjustable)
- ... it has lots of head, hip, leg, and even elbow room
- ... its "four" is on the steering column (seems out of the way there)
- ... it has sturdy disk wheels
- ... it has double-acting shocks, coil springs, individual front suspension
- ... its trunk has 13 cubic feet of luggage space (differential is up front)

One thing the Monte Carlo 850 does have in common with sports cars — it accelerates to 50 mph in 10 seconds from the curb!

Honestly, even if you're not a competition driver, doesn't it make sense to be the winner in a new car transaction?

Don't just sit there — own a Saab!



Fog- and spotlights extra

Come fly a Saab!

Up ahead, under the longer, completely restyled hood, a powerplant that delivers over 1 hp per cubic inch of piston displacement (more than many *racers* produce).

Here's where you sit, controlling 60 horses. Everything you need — authentic racing steering wheel; large, circular, aircraft type instruments: speedometer, odometer, tachometer, temperature and fuel gauges, electric clock (with sweep second hand), directional signal, and indicator light for battery discharge. Comfort controls, too: for fresh air heater/defroster and ventilator system; for the twin electric windshield wipers and washers. There is also a manual choke and a radiator blind control. And, oh yes, a cigarette lighter.

None of these are optional extras. All of them are Saab "standard extras", as are the three-point safety belts (lap and shoulder harness), back-up lights, ash tray, adjustable arm rests, safety padded dash and padded safety sun visors. Plus Pirelli competition tires!

No — the Monte Carlo 850 can't fly, even though it's made by one of Europe's leading producers of Mach 2 jets. But it rides as though it did!



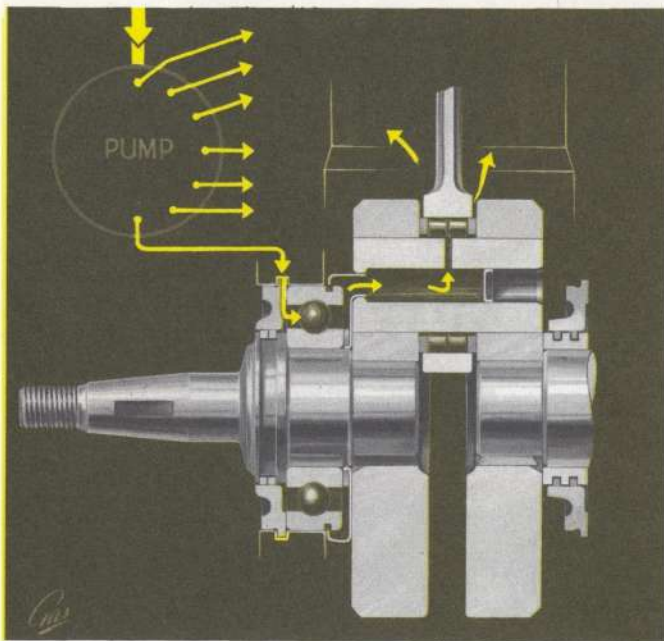
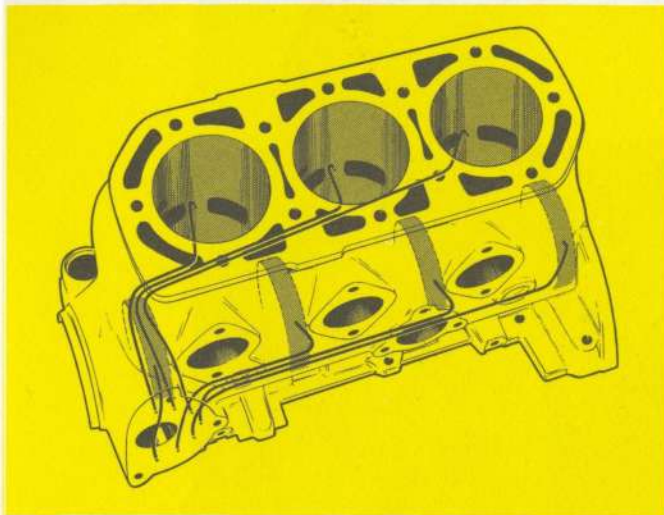
The sense in a Saab is surprising

Take the front seats. Back rests adjust to 10 comfort positions including flatout for sleeping. Seats also adjust to 9 positions back from steering wheel. And you get a navigator's head rest, map pockets on each seat, storage pockets on each door. Also large glove compartment, plus large storage compartments under the rear seat. And one of the world's best heaters.

Saab's design philosophy is a sensible one. Where features are new (and there is lots that is new in the '65 Monte Carlo 850), they've been added because they're *better*, not simply different.

For example: An improved cooling system of larger capacity made it necessary to lengthen the hood to allow for repositioning the radiator to the front. The longer hood made it possible for Saab to restyle the front end of the car. So, not only did the '65 Saab become 5.5 inches longer than previous models, but you get the benefit of a distinctive and ever-so-European "look" to this great new Monte Carlo 850.





Where the action is

It's under the hood. A 2-stroke cycle engine that is admittedly *different*. Has only 3 cylinders. No valves. Only 7 major moving parts. Very little to go wrong but *so much* to produce power... 60 b.h.p. (SAE) for 1965. And you get as much as 25 mpg!

The Monte Carlo's new powerplant includes an engine with more horsepower, triple carburetors, improved (and quieter) exhaust system, and a new type of air intake filter. Also — a new hydraulically operated clutch that requires no lubrication, new inner drive shaft joints, pneumatic fuel pump, and a larger-capacity cooling system. Saab, of course, has front-wheel drive. This means that the powertrain is *up front* where it logically belongs... *where the action is!*

Powertrain warranted in writing for 24 months or 24,000 miles.

Specifications

Engine

Two-stroke type; 3 cylinders in line; water-cooling; 51.3 cu.in. displacement (841 c.c.); 2.76" bore × 2.87" stroke; 9.0 to 1 nom. comp. ratio; max. output 60 b.h.p. (SAE-rating) at 5,300 r.p.m. (55 b.h.p. DIN at 4,900—5,000 r.p.m.); torque 67 lb. ft. at 3,800 r.p.m.

Cast iron cyl. block; light alloy cyl. head. 4 main bearings. Triple down-draft carburetors, SOLEX 34 W, ensemble. Pneumatic fuel pump.

(Use premium gasoline without adding oil.)

Oil is supplied to the engine from a separate tank of about one gallon capacity (4 litres). A pump driven by the crankshaft feeds oil through ducts in the engine block to the cylinders and main bearings, and from there on to the connecting rod bearings.

The engine is water-cooled and fitted with circulating pump, fan and thermostat.

The cooling system, with heater, contains about seven quarts.

Transmission

Front wheel drive. Free-wheel. Single cushion disc, dry-plate clutch, hydraulically operated. The engine is built with clutch, gearbox and differential forming a unit between the traction wheels.



Four-speed gearbox with synchromesh on all forward ratios. The gear shift lever is mounted on the steering-column. Overall gear ratios: 1st, 18.3 to 1; 2nd, 10.8 to 1; 3rd, 6.6 to 1; 4th, 4.3 to 1; reverse 16.7 to 1. Final drive ratio is 5.1 to 1 (7/36). Top gear speed at 1,000 engine r.p.m. is 16.2 m.p.h.

Suspension

Coil springs and hydraulic telescopic shock absorbers on all four wheels. Individual suspension on the front wheels. The rear axle is a rigid U-shaped tube with swept-back ends.

Steering

Rack-and-pinion steering. Ratio, steering wheel to front wheels, 14 to 1 average. 2 1/4 turns from lock to lock.

Brakes

Dual hydraulic system Lockheed foot brake (two independent hydr. circuits, each acting on one front wheel and on the diagonally opposed rear wheel). Disc brakes on the front wheels. Disc diam. 10 3/4 in. 8 in. drum brakes at the rear. Mechanical hand brake, acting on the rear wheels.

Wheels and tires

Wide base disc wheels; 4J×15" rims. 155×15" competition type tires.

Electrical system

12 V, 33 Ah. battery; 0.5 h.p. starting motor. 14 V, 25 amp. generator.

Dimensions

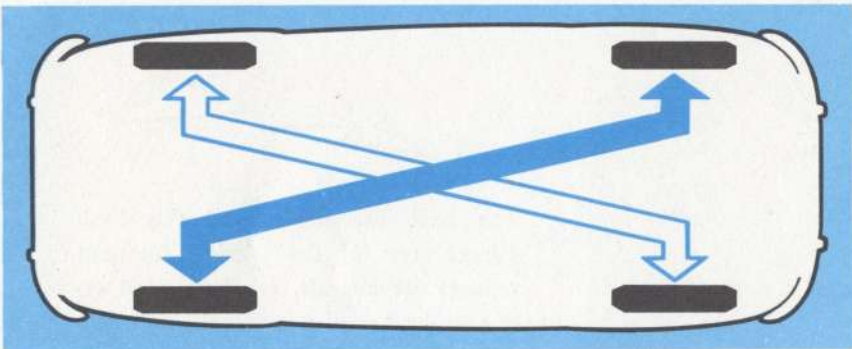
164" over-all length. 62" over-all width. 58" height (unloaded). 48" tread front and rear. 98" wheel-base. 7" road clearance. Turning diam.: 34.8 ft. 13 cu.ft. trunk space. Curb weight (est.): 1,960 lb. Fuel tank (rear mounted): 10.5 gallon, approx.

Performance data

Acceleration: standing quarter mile 19.5 sec.; 0—50 m.p.h. through the gears in 10.0 sec. Max. speed 93 m.p.h.

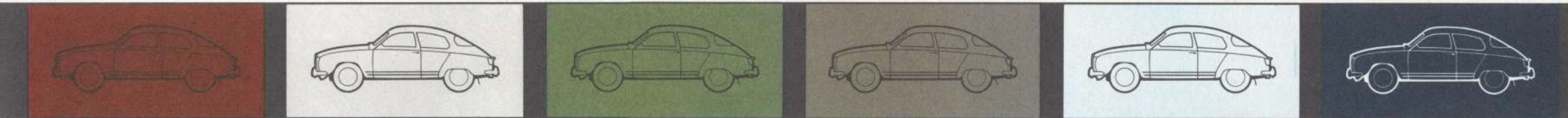
Oil and gasoline capacity figures are given in U.S. gallons or quarts.

Manufacturer reserves the right to change specifications and equipment at any time, without notice.



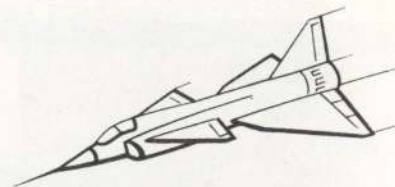
You can take safety for granted in a Saab only because Saab engineers *do not!* Take brakes, for example. Disc brakes on the front wheels; drum brakes at rear. Lockheed system — two independent hydraulic lines connect *diagonally* — the front wheel on one side and the rear wheel on the other. So — if one system fails, you still get effective braking on one front wheel and one rear wheel!

Plenty of luggage space in the trunk of the Saab Monte Carlo 850. Thirteen cubic feet. That's because the differential is up front (where it logically belongs).





Fog- and spotlights extra



The Saab automobile and this Saab *Viggen*, one of the World's foremost military jet aircraft, are both products of Svenska Aeroplan Aktiebolaget (SAAB Aircraft Co.), Linköping — Trollhättan, Sweden.

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